



County of San Diego

DEPARTMENT OF PUBLIC WORKS

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April 13, 2009

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G Rev. 10/04)

1. Montecito Road SC 931 General Plan Amendment; Environmental Log Number: PAA 08-008/GPA 08-011
2. Lead agency name and address:
County of San Diego, Department of Public Works
5469 Kearny Villa Road, Suite 305
San Diego, CA 92123
3. a. Contact Gail Jurgella, Environmental Planner, Project Manager
b. Phone number: (858) 874-4049
c. E-mail: gail.jurgella@sdcounty.ca.gov.

4. Project location:

Montecito Road (SC 931) is located in the Ramona Community Planning Area of San Diego County. The project is located in the Santa Maria Valley, approximately 25 miles east of the Pacific Ocean and 2 miles from the center of the community of Ramona. Montecito Road extends westerly from the intersection of State Route 67 approximately two miles where it currently terminates at approximately the middle of Ramona Airport. The project location can be found on Thomas Brothers Guide page 1151-H6 and 1152-B6.

5. Project Applicant name and address:

County of San Diego, Department of Public Works, Airports Division
1960 Joe Crosson Drive
El Cajon, CA 92020

6. General Plan Designation: Circulation Element Road
Community Plan: Ramona
Land Use Designation: NA
Density: NA

7. Zoning

Use Regulation: NA
Minimum Lot Size: NA
Special Area Regulation: NA

8. Description of project:

The project is a proposed General Plan Amendment (GPA) to the existing Circulation Element of the County of San Diego General Plan. This amendment proposes to remove from the Circulation Element a segment of Montecito Road SC 931 starting approximately 1000 feet west of Montecito Way and continuing west approximately 8,700 feet (1.65 miles) to Rangeland Road.

The County of San Diego, Department of Public Works, Airports Division is proposing the GPA to delete Montecito Road SC 931 from the Circulation Element. The removal of this segment of Montecito Road SC 931 from the Circulation Element will allow the County's Ramona Airport to proceed with operational improvements and augment airport security. It will also facilitate the airport in enhancing compliance with Federal Aviation Administration (FAA) requirements as well as anticipated future general aviation Transportation Security Administration (TSA) security requirements. In addition, the proposed GPA is consistent with the proposed Circulation Element of the County's General Plan Update, which is scheduled for approval in 2010. On June 12, 2006, the Ramona Community Planning Group (RCPG) voted to support the deletion of Montecito Road from the General Plan Circulation Element as part of the General Plan Update. On August 2, 2006, the County Board of Supervisors voted to accept the draft recommendation to delete Montecito Road from the Circulation Element as part of the General Plan Update. On April 2, 2009 the RCPG voted to support the proposed General Plan Amendment for Montecito Road. In advance of the 2010 approval of the General Plan Update, the County is proposing the GPA is at this time so that County Airports can proceed with operational improvements.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

Lands surrounding the project site include the Ramona Grasslands open space preserve, the County of San Diego's Ramona Airport (a General Aviation facility), and agriculture/grazing lands. These adjacent lands are subject to the General Plan Regional Categories: General Impact Industrial and Public/Semipublic Lands, and Land Use Designation: General Aviation, Field Crops, and Open Space. Zoning for the adjacent lands are: M54 and A70. The topography of the project site and adjacent land is generally gently sloping with rolling hills and mountains in the distance. The project is located within 2 miles of Highway 67.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

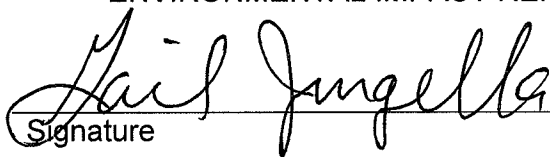
Permit Type/Action	Agency
General Plan Amendment	County of San Diego

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a "Potentially Significant Impact" or a "Less Than Significant With Mitigation Incorporated," as indicated by the checklist on the following pages.

- | | | |
|---|--|--|
| <input type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Agricultural Resources</u> | <input type="checkbox"/> <u>Air Quality</u> |
| <input type="checkbox"/> <u>Biological Resources</u> | <input type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Geology & Soils</u> |
| <input type="checkbox"/> <u>Hazards & Haz. Materials</u> | <input type="checkbox"/> <u>Hydrology & Water Quality</u> | <input type="checkbox"/> <u>Land Use & Planning</u> |
| <input type="checkbox"/> <u>Mineral Resources</u> | <input type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Population & Housing</u> |
| <input type="checkbox"/> <u>Public Services</u> | <input type="checkbox"/> <u>Recreation</u> | <input type="checkbox"/> <u>Transportation/Traffic</u> |
| <input type="checkbox"/> <u>Utilities & Service Systems</u> | <input type="checkbox"/> <u>Mandatory Findings of Significance</u> | |

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

- ☒ On the basis of this Initial Study, the Department of Public Works finds that the proposed project **COULD NOT** have a significant effect on the environment, and a **NEGATIVE DECLARATION** will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A **MITIGATED NEGATIVE DECLARATION** will be prepared.
- ☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.


Signature

4/13/2009
Date

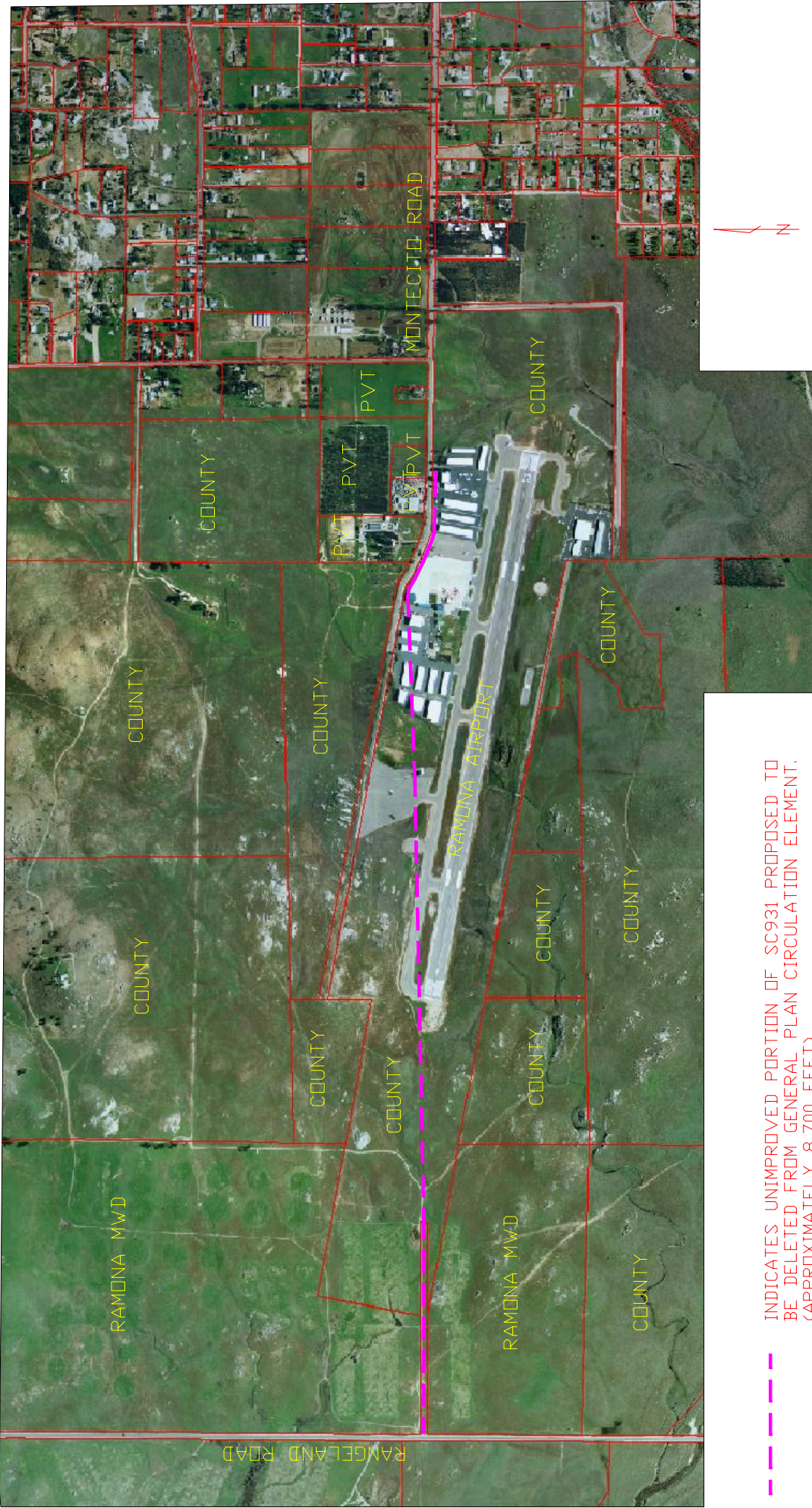
Gail Jurgella
Printed Name

Land Use/Environmental Planner
Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

MONTECITO ROAD SC 931



INDICATES UNIMPROVED PORTION OF SC931 PROPOSED TO BE DELETED FROM GENERAL PLAN CIRCULATION ELEMENT. (APPROXIMATELY 8,700 FEET)

SCALE = N.T.S.

Figure 3: Project Location

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands, but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and also to individual visual resources.

No Impact: The project site is located in an area with gently sloping topography surrounded by Ramona Airport to the south and the Ramona Grasslands preserve to the north. Based on a site visit by Gail Jurgella, DPW Environmental Planner, on August 19, 2008, the proposed project is not located near or within, or visible from a scenic vista. In addition, the project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the landscape. Therefore, the proposed project will not change the composition of an existing scenic vista in a way that would adversely alter the visual quality or character of the view. Therefore, the proposed project will not have an adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

State scenic highways refer to those highways that are officially designated by the California Department of Transportation (Caltrans) as scenic ([Caltrans - California Scenic Highway Program](#)). Generally, the area defined within a State scenic highway is

the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

No Impact: Based on a site visit completed by Gail Jurgella, DPW Environmental Planner, on August 19, 2008, the proposed project is not located near or visible within the composite viewshed of a State scenic highway and will not damage or remove visual resources within a State scenic highway. The project site is located in an area with gently sloping topography and is surrounded by Ramona Airport to the south and the Ramona Grasslands preserve to the north. In addition, the project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the landscape. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project does not propose any alterations to the visual environment, including landform modification or construction. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the landscape. Therefore, the project will not alter the existing visual character or quality of the project site and surrounding area.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact:

The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors.

The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the landscape. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

II. AGRICULTURAL RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not contain any agricultural resources, lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no agricultural resources including Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance will be converted to a non-agricultural use.

- b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element. The project site is not considered to be an agricultural zone. Additionally, the project site's land is not under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

- c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project site does not contain any active agricultural operations or lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, Farmland of Statewide or Local Importance, or active agricultural operations will be converted to a non-agricultural use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: Implementation or operation of the project will not result in increase of criteria pollutant emissions compared to the existing use of the subject area that was anticipated by the RAQS. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project will not emit toxic air contaminants as identified by the California Air Resources Board. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level.

- b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

In general, air quality impacts from land use projects are the result of emissions from motor vehicles, and from short-term construction activities associated with such projects. The San Diego County Land Use Environment Group (LUEG) has established guidelines for determining significance which incorporate the Air Pollution Control District's (SDAPCD) established screening-level criteria for all new source review (NSR) in APCD Rule 20.2. These screening-level criteria can be used as numeric methods to demonstrate that a project's total emissions (e.g. stationary and fugitive emissions, as well as emissions from mobile sources) would not result in a significant impact to air quality. Since APCD does not have screening-level criteria for emissions of volatile organic compounds (VOCs), the use of the screening level for reactive organic compounds (ROC) from the South Coast Air Quality Management District (SCAQMD) for the Coachella Valley (which are more appropriate for the San Diego Air Basin) are used.

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. This project does not propose any operation or activity that has the potential to create pollutant emissions. As documented in the Montecito Road (SC 931) General Plan Amendment Traffic Impact Study (dated December 5, 2008) the project will not result in any additional vehicular trips. Further, there is no grading associated with the project. As such, the project will not violate any air quality standard or contribute substantially to an existing or projected air quality violation.

- c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O₃). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM₁₀)

under the CAAQS. O₃ is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM₁₀ in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose any construction and/or operation that have the potential to emit any criteria air pollutants. As documented in the Montecito Road (SC 931) General Plan Amendment Draft Traffic Impact Study (dated December 5, 2008) the project will not result in any additional vehicular trips. Further, there are no grading operations associated with the project. As such, the project will not result in the in a cumulatively considerable net increase of PM₁₀, or any O₃ precursors.

d) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The County of San Diego also considers residences as sensitive receptors since they house children and the elderly

No Impact: Based a site visit conducted by Gail Jurgella, DPW Environmental Planner, on August 19, 2008, sensitive receptors and point sources of toxic emissions have not been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project. Furthermore, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment, and no point-source emissions of air pollutants are associated with the project. As such, the project will not expose sensitive populations to excessive levels of air pollutants.

e) Create objectionable odors affecting a substantial number of people?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
|---|---|

- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a site visit by Gail Jurgella, DPW Environmental Planner, on August 19, 2008, no native vegetation communities or habitats could be impacted because the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not have a substantial adverse effect on any candidate, sensitive, or special status species and would not contribute to cumulative impacts to these designated species.

- b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact:

DPW Environmental Planner, Gail Jurgella, conducted a site visit on August 19, 2008. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, staff has determined that the proposed project does not have the potential to impact any riparian habitat or other sensitive natural communities as defined by the County of San Diego Multiple Species Conservation Program (MSCP), County of San Diego Resource Protection Ordinance (RPO), Natural Community Conservation Plan (NCCP), Fish and Game Code, Endangered Species Act, Clean Water Act, or any other local or regional plans, policies or regulations. Therefore, the project will not have a substantial adverse effect on any riparian habitat or other sensitive natural community.

- c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact:

Based on a site visit conducted by DPW Environmental Planner, Gail Jurgella, on August 19, 2008, the proposed project does not have the potential to impact any wetlands as defined by Section 404 of the Clean Water Act, including, but not limited to, marsh, vernal pool, stream, lake, river or water of the U.S., that could potentially be impacted through direct removal, filling, hydrological interruption, diversion or obstruction by the proposed development. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, no impacts will occur to wetlands defined by Section 404 of the Clean Water Act and under the jurisdiction of the Army Corps of Engineers.

- d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Based on an analysis of the County's Geographic Information System (GIS) records, the County's Comprehensive Matrix of Sensitive Species, site photos, and a site visit by Gail Jurgella, DPW Environmental Planner, on August 19, 2008, staff determined that the project would not interfere with the movement of any native resident or migratory fish or wildlife species, or established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites.

- e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

Refer to the attached Ordinance Compliance Checklist dated December 5, 2008 for further information on consistency with any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan, including, Habitat Management Plans (HMP), Special Area Management Plans (SAMP), or any other local policies or ordinances that protect biological resources including the Multiple Species Conservation Program (MSCP), Biological Mitigation Ordinance, Resource Protection Ordinance (RPO), Habitat Loss Permit (HLP).

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, it does not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources.

V. CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact:

The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose nor is there any reasonable expectation of any ground disturbing activities whatsoever or alterations to existing historical structures. Therefore, there will not be any potential for impacts to historical resources.

- b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact:

The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose nor is there any reasonable expectation of any ground disturbing activities whatsoever. Therefore, there will not be any potential for impacts to archaeological resources.

- c) Directly or indirectly destroy a unique geologic feature?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

San Diego County has a variety of geologic environments and geologic processes which generally occur in other parts of the state, country, and the world. However, some features stand out as being unique in one way or another within the boundaries of the County.

NO IMPACT: The project site has a low potential to support unique geologic features. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the proposed project has no potential to directly or indirectly destroy a unique geologic feature.

d) Directly or indirectly destroy a unique paleontological resource or site?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

NO IMPACT: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The proposed project has no potential for causing impacts to fossil remains.

e) Disturb any human remains, including those interred outside of formal cemeteries?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact:

The project does not propose nor is there any reasonable expectation of any ground disturbing activities whatsoever. Therefore, there will not be any potential for disturbance of interred human remains.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

- i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault?
Refer to Division of Mines and Geology Special Publication 42.

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California, or located within any other area with substantial evidence of a known fault. In addition, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment, including the addition of structures. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known fault-rupture hazard zone as a result of this project.

ii. Strong seismic ground shaking?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore the project does not have the potential to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death due to strong seismic ground shaking.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is located within a "Potential Liquefaction Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. However, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, there will be no impact from the exposure of people or structures to adverse effects from a known area susceptible to ground failure, including liquefaction.

iv. Landslides?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site is not within a "Landslide Susceptibility Area" as identified in the County Guidelines for Determining Significance for Geologic Hazards. Landslide Susceptibility Areas were developed based on landslide risk profiles included in the *Multi-Jurisdictional Hazard Mitigation Plan, San Diego, CA* (URS, 2004). Landslide risk areas from this plan were based on data including steep slopes (greater than 25%); soil series data (SANDAG based on USGS 1970s series); soil-slip susceptibility from USGS; and Landslide Hazard Zone Maps (limited to western portion of the County) developed by the California Department of Conservation, Division of Mines and Geology (DMG). Also included within Landslide Susceptibility Areas are gabbroic soils on slopes steeper than 15% in grade because these soils are slide prone. Since the project is not located within an identified Landslide Susceptibility Area and the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment, the project would have no impact from the exposure of people or structures to potential adverse effects from landslides.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: According to the Soil Survey of San Diego County, the soils on-site are identified as Vista rocky coarse sandy loam, 5 to 15 percent. However, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore the project will not result in unprotected erodible soils; will not alter existing drainage patterns; is not located in a floodplain, wetland, or significant drainage feature; and will not develop steep slopes. Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project has no potential to produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse.

- d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact:

According to the County of San Diego, DPLU Mapping Application, the project site contains Bonsall-Fallbrook sandy loams, 2 to 5 percent slopes, which do have shrink-swell properties. However, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project has no potential to create a substantial risk to life or property due to expansive soils.

- e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to

the environment. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

- a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Potentially Significant Unless Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity. In addition, the project does not propose to demolish any existing structures onsite and therefore would not create a hazard related to the release of asbestos, lead based paint or other hazardous materials from demolition activities.

- b) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact:

The project is not located within one-quarter mile of an existing or proposed school. Therefore, the project will not have any effect on an existing or proposed school.

- c) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not create a significant hazard to the public or the environment.

- d) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Although located adjacent to the Ramona Airport and within an airport land use area, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

- e) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

- f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN AND MULTI-JURISDICTIONAL HAZARD MITIGATION PLAN:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project, plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The Dam Evacuation Plan will not be interfered with because the project is not located within a dam inundation zone.

- g) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Montecito Road currently terminates at the Ramona Airport and does not provide a through route to Rangeland Road. Therefore, the project is not expected to expose people or structures to a significant risk of loss, injury or death involving hazardous wildland fires.

- h) Propose a use, or place residents adjacent to an existing or reasonably foreseeable use that would substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies, which are capable of transmitting significant public health diseases or nuisances?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not involve or support uses that allow water to stand for a period of 72 hours (3 days) or more (e.g. artificial lakes, agricultural irrigation ponds). Also, the project does not involve or support uses that will produce or collect animal waste, such as equestrian facilities, agricultural operations (chicken coops, dairies etc.), solid waste facility or other similar uses. Therefore, the project will not substantially increase current or future resident's exposure to vectors, including mosquitoes, rats or flies.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

- a) Violate any waste discharge requirements?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose waste discharges that require waste discharge requirement permits, NPDES permits, or water quality certification from the San Diego Regional Water Quality Control Board (SDRWQCB). In addition, the project does not propose any known sources of polluted runoff or land use activities that would require special site design considerations, source control Best Management Practices (BMPs) or treatment control BMPs, under the San Diego Municipal Storm Water Permit (SDRWQCB Order No. 2001-01).

- b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project lies in the 805.41 hydrologic subarea, within the San Dieguito hydrologic unit. According to the Clean Water Act Section 303(d) list, July 2003, a portion of this watershed at the Pacific Ocean and San Dieguito River is impaired for coliform bacteria. Constituents of concern in the San Dieguito watershed include coliform bacteria, nutrients, sediment, lowered dissolve oxygen, and trace metals. However, the project does not propose any known sources of pollutants, or land use activities that might contribute these pollutants.

- c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project does not propose any known sources of polluted runoff. In addition the project does not propose new storm water drainage facilities, nor does the project site contain natural drainage features that would transport runoff offsite.

- d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. In addition, the project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. In addition, the project does not involve operations that would interfere substantially with groundwater recharge including, but not limited to the following: the project does not involve regional diversion of water to another groundwater basin; or diversion or channelization of a stream course or waterway with impervious layers, such as concrete lining or culverts, for substantial distances (e.g. ¼ mile). These activities and operations can substantially affect rates of groundwater recharge. Therefore, no impact to groundwater resources is anticipated.

- e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not involve construction of new or expanded development that could alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in

substantial erosion or siltation on- or off-site. The proposed project will not alter the existing natural topography, vegetation, or drainage courses on-site or off-site.

- f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not involve construction of new or expanded development that could alter the drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site. The proposed project will not alter the existing natural topography, vegetation, or drainage courses on-site or off-site.

- g) Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. There are no existing or planned storm water drainage systems proposed by the project, nor does the project require such systems.

- h) Provide substantial additional sources of polluted runoff?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose any known additional sources of polluted runoff. In addition, the project does not propose new storm water drainage facilities, nor does the project site contain natural drainage features that would transport runoff off-site.

- i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. In addition, no FEMA mapped floodplains, County-mapped floodplains or drainages with a watershed greater than 25 acres were identified on the project site; therefore, no impact will occur.

- j) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?

☐ Potentially Significant Impact ☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. In addition, no 100-year flood hazard areas were identified on the project site; therefore, no impact will occur.

- k) Expose people or structures to a significant risk of loss, injury or death involving flooding?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Additionally, the project site lies outside any identified special flood hazard area; therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

- l) Expose people or structures to a significant risk of loss, injury or death involving flooding as a result of the failure of a levee or dam?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The project site lies outside a mapped dam inundation area for a major dam/reservoir within San Diego County, and the project is not located immediately downstream of a minor dam that could potentially flood the property. In addition, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not expose people to a significant risk of loss, injury or death involving flooding.

- m) Inundation by seiche, tsunami, or mudflow?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

- i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is type of landslide. The site is not located within a landslide susceptibility zone, and the project does not propose land disturbance that will expose unprotected soils. In addition, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Therefore, the project will not expose people or property to inundation due to a mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose the introduction of new infrastructure such major roadways or water supply systems, or utilities to the area. Montecito Road currently terminates at the Ramona Airport and does not function as a thoroughfare. Therefore, the proposed project will not significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to

the environment. The project does not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project adopted for the purpose of avoiding or mitigating an environmental effect. In addition, the proposed deletion of a segment of Montecito Road from the existing Circulation Element is consistent with the draft Circulation Element of the General Plan Update. Therefore, the proposed project will have no impact.

X. MINERAL RESOURCES -- Would the project:

- a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The project site has been classified by the California Department of Conservation – Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1997) as an area of “Potential Mineral Resource Significance” (MRZ-3). However, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment or changes in land use designation or zoning. Therefore, the project will not contribute to the loss of mineral resources that are considered significant mineral deposits, and cannot contribute to a potentially significant cumulative impact.

- b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The project site consists of the conceptual alignment of a Circulation Element roadway and zoning designations do not apply. Therefore, it is not considered to be an Extractive Use Zone (S-82) nor does it have an Impact Sensitive Land Use Designation (24) with an Extractive Land Use Overlay (25) (County Land Use Element, 2000).

XI. NOISE -- Would the project result in:

- a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment and does not support any noise-generating equipment. Therefore, the project will not expose people to or generate any noise levels that exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations.

- b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not propose any of the following land uses that can be impacted by groundborne vibration or groundborne noise levels.

1. Buildings where low ambient vibration is essential for interior operation, including research and manufacturing facilities with special vibration constraints.
2. Residences and buildings where people normally sleep including hotels, hospitals, residences and where low ambient vibration is preferred.
3. Civic and institutional land uses including schools, churches, libraries, other institutions, and quiet office where low ambient vibration is preferred.
4. Concert halls for symphonies or other special use facilities where low ambient vibration is preferred.

Also, the project does not propose any major, new or expanded infrastructure such as mass transit, highways or major roadways or intensive extractive industry that could generate excessive groundborne vibration or groundborne noise levels on-site or in the surrounding area.

- c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment and does not support any noise-generating equipment. Therefore, the project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

- d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment and does not support any noise-generating equipment. No construction is proposed; therefore, there will be no temporary increase over existing ambient levels for general construction noise. Therefore, the project would not result in a temporary or periodic increase in existing ambient noise levels in the project vicinity.

- e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Although located adjacent to the Ramona Airport and within an airport lands use plan, the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any residences, businesses, or other areas where people would reside or work. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

- f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any residences, businesses, or other areas where people would reside or work. Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to

the environment. The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact:

The proposed project will not displace any existing housing since the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment including the displacement of existing housing.

- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project will not displace a substantial number of people since the proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment including the displacement of people.

XIII. PUBLIC SERVICES

- a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios,

response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment; therefore, the proposed project will not result in the need for significantly altered services or facilities. Montecito Road currently terminates at the Ramona Airport and does not provide a through route to Rangeland Road. The project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times or other performance service ratios or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment because the project does not require new or significantly altered services or facilities to be constructed.

XIV. RECREATION

- a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation Incorporated

☒ No Impact

Discussion/Explanation:

No Impact: The project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any residential use, included but not limited to a residential subdivision, mobilehome park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

- b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, there will be no adverse physical effect on the environment related to construction or expansion of recreational facilities.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

- a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. As documented in the Montecito Road (SC 931) General Plan Amendment Traffic Impact Study (dated December 5, 2008) the project will not result in any additional ADTs. Under near term conditions, the project does not redirect traffic; therefore, near term impacts are not possible. Under horizon year (2030) conditions, the project has no calculated impacts. Therefore, the proposed project will have no impact on the existing traffic load and capacity of the street system.

- b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency and/or as identified by the County of San Diego Transportation Impact Fee Program for designated roads or highways?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact

- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. As documented in the Montecito Road (SC 931) General Plan Amendment Traffic Impact Study (dated December 5, 2008) the project will not result in any additional ADTs. Under near term conditions, the project does not redirect traffic; therefore, near term impacts are not possible. Under horizon year (2030) conditions, the project has no calculated impacts. Therefore, the proposed project will have no direct or cumulative impact on the level of service standard established by the County congestion management agency for designated roads or highways.

- c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment, including effecting air traffic patterns. Therefore, the project will not result in a change in air traffic patterns.

- d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The proposed project will not alter traffic patterns, roadway design, place incompatible uses (e.g., farm equipment) on existing roadways, or create or place curves, slopes or walls which impedes adequate site distance on a road.

- e) Result in inadequate emergency access?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact:

The proposed project will not result in inadequate emergency access. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Montecito Road currently terminates at the Ramona Airport and does not provide a through route to Rangeland Road. Therefore, the project will not result in inadequate emergency access.

f) Result in inadequate parking capacity?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: No on-site or off-site parking is required or proposed. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Thus, there will be no impact as a result of inadequate parking capacity.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. Project implementation will not result in any construction or new road design features; therefore, will not conflict with policies regarding alternative transportation.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

- b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not include new or expanded storm water drainage facilities. Moreover, the project does not involve any landform modification or require any source, treatment or structural Best Management Practices for storm water. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

- d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project does not involve or require water services from a water district. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element which does rely on water service for any purpose.

- e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact:

The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers service capacity.

- f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐ Potentially Significant Impact ☐ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County.

- g) Comply with federal, state, and local statutes and regulations related to solid waste?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

No Impact: The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any Federal, State, or local statutes or regulation related to solid waste is not applicable to this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

- a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- ☐ Potentially Significant Impact ☐ Less than Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated ☒ No Impact

Discussion/Explanation:

Per the instructions for evaluating environmental impacts in this Initial Study, the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. There is no substantial evidence that there are biological or cultural resources that are affected or associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past

projects, the effects of other current projects, and the effects of probable future projects)?

☐ Potentially Significant Impact

☐ Less than Significant Impact

☐ Less Than Significant With Mitigation
Incorporated

☒ No Impact

Discussion/Explanation:

The following list of past, present and future projects were considered and evaluated as a part of this Initial Study:

PROJECT NAME	PERMIT/MAP NUMBER
Ramona Air Center	MUP 08-032 MUP-Modification 71-396-01 TM 5554
Montecito Ranch	Specific Plan 01-001 GPA 04-013 Rezone 04-022 MUP 04-045
Oak Country Estates	TM 5253 PAA 00-03 GPA 05-007 Specific Plan 01-002
Rancho Esquilago	TM 5198
Cummings Ranch	GPA 03-007 PAA 03-002 TM 5344 Specific Plan 03-005 Rezone 07-002

Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. The project has no potential to cause project specific impacts to the environment; therefore, it has no potential to contribute to a cumulative impact. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

- c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

The proposed project is a General Plan Amendment to delete a portion of a roadway from the Circulation Element and does not propose any physical changes to the environment. In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to <http://www4.law.cornell.edu/uscode/>. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

AESTHETICS

CALIFORNIA STREET AND HIGHWAYS CODE
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([HTTP://WWW.LEGINFO.CA.GOV/](http://www.leginfo.ca.gov/))

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County of San Diego, Board Policy I-73: Hillside
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County of San Diego, Board Policy I-104: Policy and
Procedures for Preparation of Community Design
Guidelines, Section 396.10 of the County
Administrative Code and Section 5750 et seq. of the
County Zoning Ordinance. (www.co.san-diego.ca.us)

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m](http://www.census.gov/geo/www/maps/ua2kmaps.htm))

US Department of the Interior, Bureau of Land
Management (BLM) modified Visual Management
System. (www.blm.gov)

US Department of Transportation, Federal Highway
Administration (FHWA) Visual Impact Assessment
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US Department of Transportation, National Highway
System Act of 1995 [Title III, Section 304. Design
Criteria for the National Highway System.
(<http://www.fhwa.dot.gov/legsregs/nhsdatoc.html>)

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